BURNING OF THE S. S. "HANKOW."

Biomahoma welencant.

(ESTABLISHED

NEW SERIES No 5282

SUNDAY, OCTOBER 14, 1906.

拜禮

SPECIAL EDITION. 戴四十月十英港香

Banks.

HONGKONG AND SHANGHALY RESERVE FUND .-Sterling Reserve \$10,000,000 \$ \$20,250,000 RUSERVE LIABILITY OF PROPTORS.\$10,000,000 CAPITAL UNCALLED - COURT OF DIRECTORS: A. HAUPT, Esq., Chairman,

G. H. Medhurst, Esq., Deputy Chairman. G. Balloch, Esq. A. J. Raymond, Esq. E. Goetz, Esq.
Hon. Mr. W. J. Gresson
C. R. Lenzmann, Esq.
H. E. Tomkins, Etq. D. M. Nissim, Esq. ACTING CHIEF MANAGER: Hongkong-H. E. R. HUNTER.

ACTING MANAGER: "Shanghai-W. ADAMS ORAM. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent

per vocum on the daily balance. ON FIXED DEPOSITS: 3 months, 21 per Cent. per Annum.

ror 6 months, 3 per Cent. per Annum. i or 12 months, 4 per Cent. per Annum. H. E. R. HUNTER. Acting Chief Manager. Hungkong, 17th September, 1906.

HONGKONG SAVINGS BANK: 'HE Business of the above Bank is conducted by the HONGKONGANDSHANGHAI BANKING CORPORATION. Rules may be

obtained on application. INTEREST on deposits is allowed at 3 Phi CENT. per annum. Depositors may transfer at their option.

b lances of \$100 or more to the HONGKONG AND -SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER. Acting thief Manager. Hongkoug, 30th May, 1916. EUTSCH ASIATISCHE BANK. On Fixed Deposits for 12 months, 4 per cent.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS : BERLIN.

BRANCHES: Hamburg Hankow Calcutta Singapore Tientsin Poking

Tsinanfu Tsingtau Yokohama FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussis-) che Staatsbank) Direction der Discouto-Gesellschaft Deutsche Bank Rarlin

S. Bleichroader Berliner Handels-Gesellschaft "Bank fuer Handel und Industrie Robert Warschauer & Co. Mendelssohn & Co. M. A. von Rothschild & Soehne | Frankfust

Jacob S. H. Stern Norddeutsche Bank in Hamburg, Hamburg. Sal. Oppenheim jr. & Co., Koeln. Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS. THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY. DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER,

Hongkong, 9th October, 1906. NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ. (Netherlands Trading Society.) ESTABLISHED 1824.

PAID UP CAPITAL Fl. 45,000,000 (£3,750,000). RESERVE FUND Fl. 5,000,000 (£ 417,000

Head Office-AMSTERDAM. Head Agency-BATAVIA-

BRANCHES: -Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-bo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS . BANK, LIMITED.

THE Bank buys and sells and receives for . . collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily

Fixed Deposits 12 months 41% per annum.

l. Engel, Agent. Hongkong, 28th February, 1906.

DENTAL BURGEON.

DE PERINDORGE.

DIPLOMA: PARIS. Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS, Pedder Street. Hongkong, 1st June, 1906.

Y OKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880 CAPITAL SUESCRIBEDYen 24,000,000 CAPITAL PAID-UP 1 21,000,000

RESERVE FUND Head Office: -YOKOHAMA.

Branches and Agencies. TOKIO. HONOLULU. ·NAGASAKI. SHANGHAI. LYONS. NEWOHWANG, SAN-FRANCISCO. MUKDEN. BOMBAY. PORT ARTHUR. TIENTSIN. CHEFOO. PEKING. DALNY. KOBE. TIE-LING.

LONDON.

NEW YORK. LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARKS' BANK, LD. THE UNION OF LONDON AND

OSAKA.

SMITHS BANK, LD. Hongkong Branch:—Interest Allowed. On Current Account at the rate of 2 per cent, per Annum on the Daily Balance. Un fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI, Manager. Hongkong, 22nd September, 1906.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT 1. ACCOUNT at the Rate of a per cent. per annum on the Daily Balances."

T. P. COCHRANE Manager. Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA. CAPITAL AND SURPLUS

AUTHORISED GOLD \$10,000,000 CAPITAL PAID UPGOLD \$ 3,250,000 HEAD OFFICE: NEW YORK

LONDON OFFICE: THREADNEEDLE HOUSE, E.C. LONDON BANKERS: NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD. BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accopts Fixed Deposits at the following rates :-For 12 months 42 per cent. per annum.

. H. PINCKNEY, Manager. No. 9, Queen's Road Central. Hongkong, 19th September, 1905.

TTONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED, IN LIQUIDATION.

> TIME TABLE. WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes. 7.30 a.m. to 9.30 a.m. ... Every 10 minutes. . 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes, 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15.p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 8.00 p.m. ... Every 10 minutes,

NIGHT CARE, 8.45 p.m. and 9 p.m., 9.45 p.m. to 11:15 p.m. every half hour. SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00'a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10,30 a.m. to 11:00 a.m. ... Every to minutes. 12.00 Noon to 1.00 p.m.... Every to minutes. 5.00 p.m. to 6.00 p.m. ... Every 15 minutes. 0.00 p.m. to. 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every to minutes. NIGHT CARS as on Week Days.

SATURDAYS, Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

John D. Humphreys & Son, Liquidators.

Hongkong, 27th August, 1006.

knsurance.

NORTH GERMAN FIRE INBUR-ANCE COMPANY OF HAMBURG.

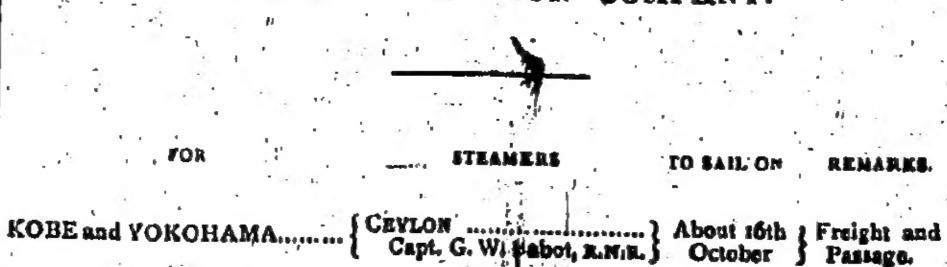
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Gongkong alth May, 1891,

Mails.

AND ORIENTAL

STEAM NAVIGATION COMPANY.



DELTA About 18th | Freight and Capt. C. L. Daniel...... October | Passage. LONDON, &c., via usual Ports [DELHI 20th Oct.,] Freight and

of Call Capt. J. D. Andrews, R. N. R. Noon. Passage. LONDON and ANTWERP VIA) SINGAPORE, PENANG MANILA About 24th Freight and COLOMBO, PORT SAID and A. W. Anderson, R.N.R.... October Passage. MARSEILLES

For Further Particulars, apply to

Hongkons, 13th October, 1906.

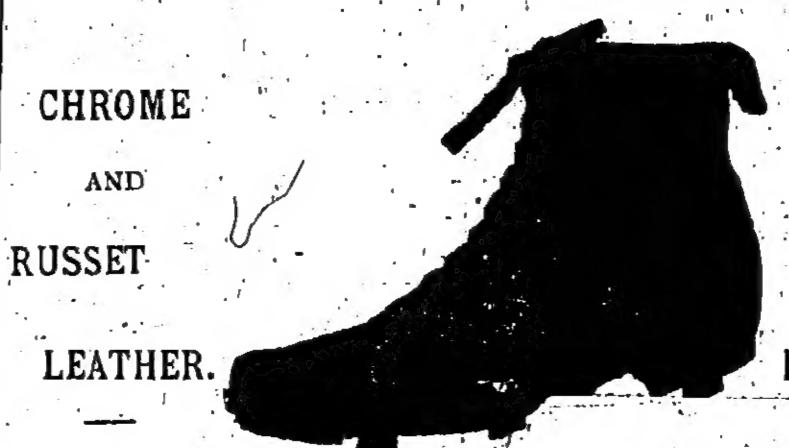
E A. HEWETT, Saperinten ent.

FROM

Intimations.

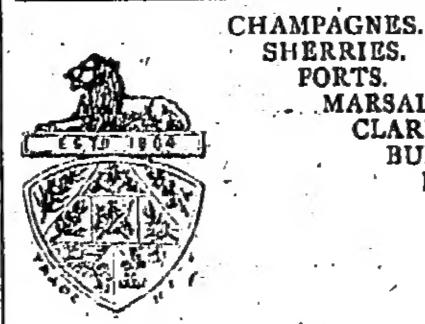
LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF



SHOOTING BOOTS.

LANE, ORAWFORD Hongkong, 4th October, 1916.



ijelephone

SHERRIES. PORTS. MARSALAS AND MADEIRAS. CLARETS. BURGUNDIES.

HOCKS AND MOSELLES. BRANDIES. WHISKIES. LIQUEURS.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hangkang, 21st September, 1906.

HONGKONG, CANTON - MACAO STEAMBOAT CO., LIMITED.

MACAO.

SATURDAY, 18th October,

THE Company's Steamship

Hongkong, 15th October, 1906.

"HONAM."

will depart from the COMPANY'S WHARF at 2 P.M. Returning departure from Macao about 7 P.M.

returning on Sunday...... 5.00 and Class, available to return on Sunday or Monday 2.00 OTHER RATES AS USUAL.

SUNDAY, 114th October.

Time of departure from Hongkong 9:39 A.M. from DOUGLAS WHARF. from Macao 3 F.M.

A second departure from Hongkong to Macao at 7 P.M. Luncheon and Refreshments supplied on board. Popular Excursion Rates as usual. Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages

must be paid for. W. E. CLARKE,

Acting Sperctury.

[095

daily. Sunday excepted, to receive and deliver Hansking, 22nd June, 1004. NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of Y APANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE. At Moder to Prices, Orders Promptly Executed.

o. 5, ARSENAL STREET. Hongkong.

Honykeng, 28th April, 1906.

330 PER ANNUM. SINGLE COPY, 25 CRETS

Butimations.

(MITSUI & Co.)

HEAD OFFICE:—I, SURUGA-CHO, TOMYO.
LONDON BRANCH:—34, LIME. STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET. OTHER OFFICES:

York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manile, Amoy, Shanghai, Chefoo, Tientsin; Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Hobe, Maldsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasuki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c. Telegraphic Address: "MITSJI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Inpanese Navy and Arsonals and the State. Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Voshio, Yunokibara and other Coals. S. TANAKA, Manager, Hoogkopg,

2, PEDDER STREET, (OPPOSITE THE HONGKONG HOTEL), MADAME FLINT, Manageress.

SPECIAL LOW PRICES



AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS. Hongkong, 11th September, 1906 D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt agacution. My Colours are absolutely fast and perfectly harmless, and produce a charming affect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources. Mangkang this Savember tonger a training winder Congress

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M.

A. CHAZALON & CO.

JUST UNPACKED.

NCHOVY IN OIL (Boneless). STUTTED OLIVES. FISH PASTE FOR SANDWITCH. PUREE DE FOIE GRAS Do.

Other Pic-nic size tips of PRESERVES. FRENCH BISCUITS. # HUNTLEY & PALMER'S BISCUITS and CAKES. .

CROSSE, a .d .BLACKWELL'S SAURAGES. STREAMY BACON, BATH CHOPS, &c. GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906.

Potels.

HONGKONG HOTEL FIRST CLASS AND UP-TO-DATE. --

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906,

H. HAYNES, Manager. (25

VICTORIA HOTEL, SHAMEEN, CANTON,

ON THE BRITISH CONCESSION. -

MACAO HOTEL, MACAO. CHINA. IN THE CENTRE OF THE PRAIA GRANDE

DOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS. WM, FARMER, Pronpletor

CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the MANAGER.

OCCIDENTAL HOTEL.

Hongkong, and July, 1900 ...

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1004,

KING EDWARD HOTEL.

A HIGH. CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS, PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FAMS (if required). ELECTRIC PASSENGER ELEVATOR to each

TABLE D'HOTE at separate tables. For Terms, &c., apply to the-

MANAGER.

Hongkong, 4th December, 1901,

THE BURNING OF THE S. S. "HANKOW."

LERRIBLE HOLOCAUST.

MEN, WOMEN AND CHILDREN BURNED TO DEATH.

MAGNIFICENT STEAMER BURNT TO THE WATER'S EDGE.

OTHER STEAMERS AND JUNKS IN JEOPARDY.

FINE WORK BY NAVAL SEAMEN.

kow laden with a valuable cargo and carry cheat the grim figure which overshadowed AN EYE-WITNESS NARRATIVE. ing about 27000 Chinese passengers arrived them. - Many in the throes of agony leapt at Hongkong from Canton and was safely into the sea and were drowned. Many the Clock Tower died out in the distant air of berthed at her wharf. The Hankow, he were crushed to death under the feet of longing to Messrs. Butterfield & Swire, has their fellow compatriots. Women and childon account of the excellent accommodation rush for the gangways. All this be it reprovided the cheerful conditions on board, membered occurred within a very few the courtesy of the officers and it may be minutes. Chinese on the housetops watchwill never be known exactly how many were on lengine room in order to get the fire-hose board for all traces of them have disappeared into play, but in five minutes the enginesengers prepared to leave. Naturally most of them had been asleep in their bunks or fired to call assistance and the commander on the mats with which the Chinese cooles invariably provide themselves. They were probably only half awake when the vessel arrived. There was no hurry to disembark, no confusion, nothing whatever dissonant to good order. Suddenly a cry was raised that fire had broken out in the after part of the vessel. The chief officer went up to the commander, Captain Branch, and formally reported the fire. Immediate steps were taken to cope with the outbreak, but from the outset it was obvious that the vessel was doomed. Captain Branch rushed to cabins of the European passengers—among whom were Mr. Zundel, the Canton manager for Messrs. Amhold, Katherg & Co., and Miss Nicholl, a lady teacher in the Philippines-and roused them. The ladies ran to the wharf in their night-dresses while the men appeared in pyjamas. There was no question of luggage in the struggle for life. Everybody lost their everything and the European passengers are to-day thanking God for preserving their lives!

succeeded.

but by that time there was nothing to be

done. His Excellency expressed the opinion

that the vessel should have been scuttled

immediately the outbreak occurred, but

when it is remembered that there were 2,000

people on board and, also, that the ship was

on five from stem to stern five minutes after.

flames were seen, it will be recognised that

the Governor's suggestion was hardly practi-

How many escaped death by fire or water

it is impossible to say. Usually when a

vessel arrives from Canton many of the

early hours of the morning there is a dis-

that if one hundred escaped it must be re-

cable, if not impossible.

By this time pandemonium prevailed on the lower decks. The Chinese seized their belongings and 'made a mad rush for the gangway. Hundreds were distraught and simultaneously dashed to the only means of escape, with the result that nobody could get near the gangways; men, women and children were felled to the deck and ruthlessly trampled upon. .'s a matter of fact, the ignorant coolies utterly lost their reason; safe to say that if they could possibly have ting the baggage on the wharf.' It is said been controlled the loss of life would have been averted. But no one can control a garded as a miracle. Readers may thus lunatic, least of all a crazed coolie, and realise the terrible holocaust that occurred thus the terrible result of the conflagra, and the frantic scenes that took place at the tion. What made matters worse was the whatfside. During the height of the recentextraordinary character of the fire. It he- typhoons many tragic spectacles were beheld gan as stated in the after part of the vessel; but nothing more pitiful can be imagined than in two minutes it had appeared in the how the sight which was to be seen before day- heat was terrific; the place being described as and within five minutes the ship was a mass light to-day. The absolute helplessness of a veritable furnace. of living flame. No words can depict the anyhody to render assistance intensified the scene which presented itself to the few specta- tragedy. tors who were in the vicinity of the Hankow The news of the occurrence spread with at the moment. There was no time to amazing rapidity. When morning had dawn-

Hongkong has been visited during the But the momentary battle for life was terrisomoking, an utter wreck. The fire engines past few weeks by a series of calamities ble and is even now horrible to contemplate, were playing on the smouldering debris. which have shaken the Colony to its very! Hundreds of men, women and children! What was more nauseating than anything core, but nothing so horrible has occurred were lighting for a footbold on a narrow else was the smell of burned human fleshas the burning of the Canton steamer gangway. Their screams were heartrending; The firemen were bringing numerous bodies Hankow. We have faced a succession of they could be heard half-way up the Peak. Tashore and ranging them on the Fraya wall, typhoons; we have seen men, women and Residents wakened in the middle of the decently covering them with mats. But beyond the original numerical force of the firechildren drowned by the score in sight of night by the earpiercing cries, saw from there was nothing to see, nothing to identify. assistance; we have heard of tragedies in their windows the blazing vessel and could A few charred remains, a hand, perhaps a 'numerable, but nothing equals the ghastly guess, though they form little conception of, eleg, a blackened corpse—it was worse than and terrible scenes which occurred on what was happening on the waterfront, the typhoon. There was no sign of the junks board the Mankow as she lay at her anchor. The flames were spreading far and wide, which had been involved in the fire. The age on arriving from Canton. In fact, the high over the surrounding buildings. A Figukow was still burning at noon to-day.

only parallel which suggests itself at the strong wind was blowing at the time, carry with the actual loss caused by the fire moment is the burning of the steamer ing the spread of death to vessels a hundred will reach it is impossible to suggest. Only General Slocum on the Hudson river, some yards away. A couple of junks which had the roughest estimates can be offered at the years ago. The agonising screams of nearly been lying near the wharf of the Hankori moment, but it is well within the mark to 2,000 Chinese who were trampled and were utterly consumed, and whether the say that the owners have lost half a scorched to death will live in the memory occupants escaped is unknown. A Chinese million dollars—some say a million. The of those who heard them till the end of their wharf the only one that survived the ty- lankow herself was valued at \$400,000. lives, and the spectacle of the inferno pre- phoons-was rerumpled up and destroyed. Among the goods carried by the Hankow sented as the vessel blazed into the night The Powen, another Canton boat, which were 560 bales of raw silk, 400 bales of can never be forgotten. The hercest picture was lying at the opposite side of the Han- waste silk; 3,700 rolls of matting besides a of helt's fury will not eclipse, what was seen kara's wharf, managed to be towed away and large miscellaneous cargo whose value is in the early hours of this morning, and even escape from the scene of the conflagration, unknown. Two hundred bales of raw silk to a case hardened journalist it is painful to Meanwhile, the etankow was burning from have been recovered, but the material is every port and hophole, while a few frenzied greatly damaged by water and will only At three o'clock in the morning the Ham passengers were making final efforts, to fetch a fraction of its original value.

Hardly had the stroke of three o'clock from the still moonlit night when residents on the suburban levels above the city limits were always been a favourite with native residents ren had no chance of success in the insane aroused by the clanging of the brazen bells of a fire. There was a pause, then a deliberate stroke followed by a second stroke and a pause, located the fire in the Central district of the added the appearance of the boat, for she ing the scene but unable to stir a finger in city. No sooner had the aroused slumberer was the largest on the run. Accordingly it aid of the passengers were silhouetted rained the versindah of his racideposity-to 1,000 Chinese travellers, but on her last trip it captain of the first outbreak, he rushed to the upon a scene with the echoes of the shricking which it was beyond the power of man to render, telling of the holocaust which was room was a seething cauldron and nothing being enacted on board the familiar old rive the harbour. As already remarked the could be done. The officers made their steamer-the s.s. Hankow-owned by Messis, Hankow moored at her wharf and the pas- escape as best they could, utterly helpless to Butterfield & wire. That it was the good old Hankow that was burning there admitted or render aid to the passengers. Rockels were no doubt; for right on the water's edge, removed about a hundred feet from the farthest of H.M.S. Flyra seat a detachment of men line of the tallest buildings on the New Praya, with a manual engine to the scene. The the imposing funnel stood in bold relief a Naval Vard also sent a contingent to assist column of brazen red from in the midst of a long the land brigade with the wharf hoses, but trailing cloud of smoke and tongues of flame human efforts were powerless to oppose the that seemed to leap higher than the 60-foot buildings lining the waterfront. "Kau mlang, flunes In the opinion of those, however, Kan minng ! // ah ! / ! - Save life! .. Save life! tho saw the herculean efforts of the volunrose again and again, higher and higher, over teers to stamp out the flames and rescue the the raging noise of the devouring elements, suffering both from the vessel and the water and as hundreds of voices clamoured piteously some recognition should be made of their for help that could never reach them, the tale of conduct. If they failed to achieve the destruction as the imploring echoes gradually results for which they laboured it was only died, away was frightful to contemplate in the because none in their position could have imagination.

As soon as it was practicable a representative Shortly after four o'clock in the morning of the Hongkong Telegraph was promptly His Excellency the Governor, accompanied upon the scene of death and desolation. From by his aide-de-camp, arrived at the wharf, an eye-witness who was present at the first outbreak and throughout the horrible spectacle of destruction as well as from other reliable sources, were gathered the particulars relating to the most recent of the series of calamitous events with which Hongkong has been visited within a month. a

The as, Hankow, Captain B. Branch, left Canton for Hongkong as usual last levening. She carried, it is said, about two thousand Chinese passengers in round-numbers, besides seven Europeans, included among whom were Mr Zandel, of the firm of Messrs. Arahold, Karberg & Co. at Canton, Miss Nicholls, a lady | Capt. R. Innes, marine superintendent, Messrs. teacher from the Philippines, and two other ladies. The cargo was of a most valuable passengers are prepared to jump ashore im. nature. It consisted of 160 bales faw silk, 400 mediately, but when a ship enters, in the bales waste silk and about 3,700 rolls matting.

The Hankow drew alongside the wharf at position to remain on board until dawn, or 3 o'clock this morning, reporting "all well; they were lunatics for the lime, and it is at any rate to dawdle over the work of get- and within a few minutes was made fast Almost immediately after, at 3.10 n.m. the Chief Officer, Mr. H. W. Holmes, rushed up to Captain Branch saying: "Ship's on fire !" Then he went at once to the Chief Engineer (Mr. James Christie) with instructions to turn water oh to the ship's hose. Unfortunately, the direction could not be carried out. None of the members of the engine-room staff could remain in the engine-room any time as the

THE EUROPEANS SAVED.

Mindful of the safety of his passengers before his own, Captain Branch personally hastened to the Europeans in the cabin apprising them of the imminence of danger. 'As best they think. The Chinese fell and were suf- ed hundreds were at the wharf gazing im- would, all the Europeans rushed out and made focated, for it is merciful to think and to potently at the remnant of what was admit- for the wharf across the gangway, some in their hope that the agony of the flames was tedly the finest steamer on the Canton river. night clothes, while the ladies escaped in their miligated by the oblivion of asphyziation. Nothing remained but a shell, blackened, nightgowns,

b'ed near the approach to the wharf and it was circles to-day There are four likely theoas much as the Police could succeed in doing ries. The first is attributed to the overby keeping the crowd-back from drawing too turning of a hand lantern by one of the close to the fitelighters, one and all of whom numerous gang of boarding-house runners, worked with herculean efforts to save the ship !" from total destruction.

MEN- '-WAR'S MEN TO THE RESCUE. The local fire brigade was supplemented by a most valuable. Naval contingent. As soon as the fire was discovered two signal rockets were fired. In answere to the call for assistance, the "handy men" were on the scene almost in no time. A contingent was soul away from H. M. cruiser Flora in port with a manual engine, the same being reinforced by a detachment from the Naval Yard: Once on the scene the sailors worked like Trojans; but for their help-great as were the efforts of the Hong ong Brigade-the task of controlling the confligration would have presented difficulties men to successfully cope with. With two steam engines at work on shore—the fire first having foundered in the typhoon of the 18th September-the manual imgine from the Flora and the large body of energetic rescuers the fire was practically got under control by 5.30 a.m.: when the aval contingent retired. THE "POWAN" TOWED OUT OF DANGER:

The s.s. Pawan, Capt. Valentine, of the Hongkong, Canton and Macao Stgamhoat Co., I d, was lying on the eastern side of the wharf while the Hank w was in flames. Steam couldbe got up on the Powan quick enough for her to steam out of the danger zone. Recourse had to be had to launches to tow the Powan out. Two (hinese steam I unches were at first secured to perform this duty, but when they were brought to the Powan they refused to take the riverboat in tow, demanded an extortionate price which, under the circumstance, admitted of no bargain making. Before, however, an agreement could be effected, the launch masters had steamed their craft out of sight, and the Powan was left to the tender mercy of the wind and flame which, fortunately, proved enti, ely propitious. A North-east wind was blowing and so long as the direction was not changed the P. was comparatively safe. Luckily for her two other steam-launches were hailed, who acted as towboat for the Powan upon a guaranteed payment of \$'o each. The Powen was accordingly hauled out into the stream. Such was the intensity of the heat from the burning vessel that the paint on the port side of the Powin was literally peeled off

Two of the lighters, also belonging to the Hongkong, Canton and Macao Steamboat Co. Ld, which were lying alongs de the Fowan having cargo discharged into them were also towed out of reach of the devouring element.

A PIER BURNT. - The only wooden pier in this locality which survived the great storm of last month was doomed to destruction to day. It is situated about a hundred yards distant and west ward of the Hankow. The breeze fanned the flames on to the direction of the pier, which eventually became ignited and burnt down to the water's edge-

THE STABILITY OF THE RIVER CO'S WHAL At the most crucial moment of the fire the s.s. hunking sprung about two feet from the whatf and as the she did so the fire steel pierjust bent over slightly, but suffered absolutely no damage under the great strain. It speaks volumes for the construction of one of the finest landing stages to adorn the waterfront of the Colony that it stood two such severe tests like the typhoon of 18th Sept. and the fire of this morning with practically little or no

THE GOVERNOR ON THE SCENE. Amongst those to arrive at an early stage of the disaster was His Excellency the Governor Sir Matthew Nathan, K.C.M.G., who was accompanied by his Aide-de-Camp, Capt. C. H Colman. The Governor watched with considerable interest the progress of operations to subdue the fire, and at one time, it was suggested, His Excellency expressed his opinion that it would be well "to scuttle the ship." At that stage it was practically impossible to act up 'n' the suggestion, and all ifforts were confined lo extinguish the roaring flames. The Governor retired after being a quarter of an hour at the wharf.

Prominent among others on the wharf were Butterfield and Swire, and Mr. John Arnold

A GAUST SKELETON. All that remains of the once fine palatial river steamer is the gaunt skeleton of her charred frames. All the woodwork has been entirely burnt out ; the paddle-wheel boxes-or rather all that remain of them-are distorted and charred; the iron stanchions twisted out of shape; and the plates above water-line bent by the great intensity of the heat. So that in the work of repair which the Dock Co, may be called upon to make, practically a new steamer must be made out of the blackened remnants of the s.s. Hankow. Curious to relate by a most strange conicidence one lifeboat has not been touched by the flames, she remains intact, and was the object of many comments of wonderment that in the position it was in, it should have been possible to escape destinction.

THE CR GIN OF THE PIRE.

s is well known upon the arrival every day of the Canton River might boats quite a rush is made for steerage passengers by what are locally called

THE CAMBOO BRIGADE. The "brigade" consists of Chinese boarding-house runners who "rush" the lower deck after the saloon and second saloon passengers have disembarked. The men carry buge oil lanterns with conspicuous signs painted on them of their boarding-houses and go in search of customers. It is believed that one of these men overturned a lantern which set one roll of matting afire, thus rapidly igniting theirest.

"THE OPIUM FIEND." The "Opium Fiend" has as usual, his army of detracters. It is positively asserted by the smokers who while includging in one of hi pipes accidentally set the first spark with such

: lin dus results.

THE RECERIC INSTALLATION. A-third theory finds advocates, amongst those who believe that a fusion of the electric wires set fire to the first roll in the stack of matting which made such excellent fuel for the flames.

SUSPECTED INCENDIARISM. The last theory which has a large number warm supporters is that the burning of the Hankow was a case of incendiarism. It is alleged that the friends who could devise such h a malevolent scheme of destruction felt safety in concerting their plan to be carried out after the ship's arrival in port when the great vigil. ance of the officers would be relaxed, and, when, it was imagined, the passengers could g t away, upon the first alarm, with comparative ease. The fact that the ship was observed to be ablaze fore and aft within the five minutes of the first report, as definitely stated by an eye-witness on the whatf, gives the strongest support to the arson, theory. The object war, so it is discussed, the boycotting of the British

ma'ed at rather over a million dollars, made up as fillows :---Steamer,\$400,000 Cargo Raw 5ilk, 550,000 Waste Sili, 40,000

The loss in ship and cargo is roughly esti

Matting, 30,000 Trialines and Annie Antoine All the mails were burnt as well as the private letter boxes on board. The officers lost all their personal effects. Capt. Branch besides losing his certificates and papers lost also his valuable documents and securities left on

Masonic orders.

Another Account. After efforts on the part of the ship's officers and crew to save the vessel had proved futile the fire alarm was turned in and rockets were sent up in the air, calling for assistance, from both ashore and afloats:

entire fire fighting force of the Colony, consisting of firemen from nearly all nearby police stations, had turned out with the fire engines, for the first big job they had tackled since the Hollywood Road ho'ocaust some years ago. Men from H.M.S. Flora answered the signals and were ashore as soon as they possibly could giving great assistance to the fire brigade staff. When the fire-fighters arrived on the scene the good old steamer Hankow was one mass of stame, both fore and ast of the ship burning

TERRIBLE SCRNES.

Heartrending were the scenes that occurred on board the ship at this stage. The Hunkow had on board of her at the time about 2,000 passengers, of whom seven were Europeans, and a Targo of silk, matting and beans. The Europeans landed just as the fire broke out and so escaped without any harm, but the native passengers were caught in a death trap.

The fire was alleged to have started among the cargo of matting and it spread with considerable rapidity; for it was less than ten minutes after the first signs of a fire had been discovered that the whole ship was one ball of fire.

Immediately the yell went up of "ship afire" the Chinese passengers—the whole of the lower deck was one sea of humanity-made a rush for the gangway, and soon that was blocked. than whom it is scarcely possible to find a Women, with their babies lashed on their more zealous official indentified with the large | backs, old men, bent with age, and children, and growing interests of the Company to which | who had lost sight of their parents in the rush, rise, growth and development of the river were unmercifully trampled to death by the fighting maniacs, in terror of their lives.

Never in the history of the Colony has such a catastrophe occurred to a vessel, anchored alongside a wharf, as this one was, and with such a death roll. The fight that occurred between the passengers in their effort to get away from that inferno on sea would never be for-

gotten if once seen. Men yelling in terror of their lives, women gone mad with fright, all made a rush, for the wharf, as the fire swopped down upon them, only to be pushed overboard and drowned. Hundreds rushed to the port side of the vessel and jumped overboard, but how many were rescued?

All this time the firemen were putting in their best work, as only Hongkong firefighter, can do; when they are put to it. Many lines of hose were laid. Several were attached to nearby hydrants and others to the steam engines which drow son waters. The fire brigade men, aided by the naval men, fought the flames for

By 3. 10 a.m. an immense crowd had assem- those principally discussed in shipping a long while, but no headway was made; in

each hose was printed at it. FIERCE WIND DRIVES AWAY OTHER VESSELS. The fact that the wind was blowing with some force from the east was not at all favourable, as it drove the flames on to the Liang Wing wharf, driving away what launches that were moored there. The Steamboat company's steamer Powas, which was sharing part of the wharf near the burning ship, we also in danger of the spreading flames, and casting off her moorings she steamed out into the harbour, returning to her former position when the flames were ex-

FIREMEN'S GOOD WORK

The firemen showed up brilliantly in rescuing the unfortunate passengers from the burning ship, and some had very narrow escapes of being numbered among the dead, in their. attempt to save those who were near the flames, but who could make no headway to huge phalanx of anti-opiumists that the leave the vessel. The brave firemen rushed calamity must be laid at the door of one of the down the gangway time and again and dragged those who were in danger ashore, at the peril of their own lives. Thanks to their noble work over 100 persons, including infants, were rescued from the floating hell, but when the flames travelled to amidihips and licked the sides of the whatf, destroying the gangway and rendering all chances of further rescues impracticable, the firemen could do no more. All those on board of her then were doomed to

In an hour's time the fire had burnt itself out. No fire brigade in the world could have . saved the ship. Hundreds of spectators assembled on the Praya Central viewing the gutted ship and the approach to the what was entirely blocked.

Soon after the fire had burnt itself out, demolishing all the upper deck and superstructures, both all and torward, but leaving the engines and boilers without much damage, the firemen, who were comprised of the following officers : Inspector Warnock, Bergennin Matdonald, Lee, Davitt and Grant, Firemen Cooper, l'arr, Murphy, Counsell, Fox, McLennan, Wilson, Sutherland, and Ingham, in charge of Chief Inspector Baker, made for the hold of the ship to clear away the dead. Others searched the adjacent waters for the drowned. huty-six bodies were picked out of the sea, while up to a late hour this afternoon over too charred and uniecognisable bodies were removed from under the debris of the ship.

Two large cargo-boats, which were at anchor on the part side of the Hankow, ready when the time arrived to receive cargo, were the means of rescuing a number of persons from the sea, but that was not for long. The flames were blown on to the junks and they took fire also and were entirely destroyed.

JUNK PEOPLE REFUSE WORK. An incident occurred while the gruesome work of removing the charred bodies was on. junks were engaged to move the dead. Thinking that the junks were ready the bodies were removed from the hold of the ship in mats and taken and laid on the praya wall. When about twelve bodies had been ling there for nearly half an hour was discovered that the junks previously board. Chief-Engineer Christia lost all his engaged were not in sight and on inquiries being made by the police it was learnt that the junk people had refused to undertake the work. After some delay junks were obtained, and after they had been filled with dead bodies they were taken in tow by launches and removed to the different mortuaries preparatory to burial.

The captain and officers of the Hankow were so busy attending to the work of saving the ship that they were unable to save a piece in less than quarter, of an hour almost the of clothing, the chief officer being just in time to remove his papers, before the fire reached

HOW THE FIRE STARTED

How the fire originated not even the officers of the ship could tell, but there are many rumours being circulated in town as to the cause of the outbreak. One rumour has it that. a careless coolie dropped a lighted cigarette. among a bale of yarn, while another is to the effect that a fuse in the electric light installatiod, of which the Hankers was fully equipped, caught the wood work of the vessel and a spark fell on inflamnable goods causing the

The s.s. Hankow is a single screw, paddle wheel vessel of 3,073 gro_s tonnage. She has been on the Hongkony-Canton run for a number of years, and was one of the most popular boats to both the Europeans and Chinese plying in the trade. She was to many natives the "joss ship," having two eyes engraved on her paddle wheel box, and many a superstitious native would prefer to postpone his trip in order to go by the Hankow than by any other vessels on that run.

TO DUMP "HANKOW'S" RUBIUSH. At 2.30 o'clock this afternoon when a representative of this paper paid another visit to the scene of the fire the last of the bodies had been removed, and work of discharging the ship's cargo of silk was then in progress. The discharging operations were being superintended by the Captain and Chief Officer of the Hankow. The cargo of silk is rained by fire and water. At about five o clock the work of discharging the silk will have been finished; and the Hankow will be taken in tow, presumably by the Dock Company's tug Robert Cooks, outside the limits of the harbour, where the accumulation of debris on her, which in parts look like miniature hills, will be dumped. She will be brought back later and will be prepared for docking purposes. Every one present speaks of the terrible.

rapidity with which the fire spread. One officer speaking to our reporter said: "I never saw such a fire in all my life. It broke out just about the stern of the boat and before I could turn round to draw a man's attention to it, the fire had burst out in the fore part of the ship, it travelled so quickly."

The official report of the number of persons killed, up to one o'clock to-day, is as fol-

Burnt on the steamer 85 Drowned in the harbour 45 Great credit is due to the officers of the ship and to the firemen for the work they did during the fire. The crew of the Hankow is appended

Mr. B. BRANCH, CAPTAIN. Mr., H, W. HOLMES, CHIEF OFFICER. Mr. GEO. WILLOUGHBY, SECOND MATE. Mr. JAS. CHRISTIE, CHIEF ENGINEER. Mr. JOHN THORBURN, SECOND Mr. THOS, NISBETT, THIRD

Many theories have been advanced as to the possible origin of the fire:

Intimations.

K. A. J. CHOTIRMALL & CO., 8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES! AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS. SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID). HANDRE CHLEF BOXES, GLOVE

BOXES. MONEY BOXES, &c.

LIKÉN HANDKEECHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SIER LACE SCARF SAND SHAWES:

Prices exceptionally cheap.

Inspection carnestly, solicited Bangs only, 28th May of 6

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and VEXICAN DOLLARS, current, in this Colony, in Exchange for Sterling Bills drawn at to days! sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 15th Octobers, have left the Godowns.

The Tenders to state the fotal amount (in) Pounds Sterling), and the amount for which each Bill'should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in scaled covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Hills."

The right to accept or reject any or all of the. Tenders is reserved.

Copies of Forms of Tender can be had on

. J.TR. GALE, Capt., A. P. D., H.M. Treasury Chest Officer

His Majesty's Treasury Office, Fletcher, Street,

Hongkong. Hongkong, 10th October, 1906

HARBOUR MASTER'S DEFTREMENT.

[NFORMATION has been received from the Military Authorities that GUN PRAC-TICE will be carried out as under :-

On MONDAY, the 22nd October :-From Stonecutters' Island, North shore, in a North-Westerly direction, at ranges up to 4,000 yards, commencing at 6 A.M.,

and finishing at 8 A.M. On SATURDAY, the 27th October :- "

From Stonegutters' Island, North sh re, in a North-Westerly direction, at ranges up to 4,000 yards, commencing at 2.30 P.M., and finishing at 5 P.M.

If the weather is unfayourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

E. JONES, Assistant Harbony Master, &c. Hongkong, 10th October, 1966

HE PUBLIC HEALTH AND BUILD INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz. :-

1. Whether the administration of the Sanitary and Building Regulati ns enacted by the Public Health and buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

charged with the administration of the aforesaid Regulation.

The Commission carnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS. Secretary.

Hongkong, 6th July, 1906.

Captain G. C. Condy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO', ANTWERP

AND LONDON.

"FLINTSHIRE,"

THE Steamship

'No Clai s will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subect to rent.

All broken, chafed and damaged Goods are to be left:in the Godowns, where they will be

examined on the 18th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

Agents. Hongkong, 12th October, 1906

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

ROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named ressel are hereby informed that their Goods are being I inded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be Janded here unless instructions are given to the contrary before

Goods not cleared by the 17th instant, at P.M., will be subject to rent .- -No Fire Insurance will be effected by me in

any case whatever. Dama, ed packages mult be left in the Godowns for examination by the Consignee's and the Company's representative at an apenated hour.

.. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods

E. A. HEWETT, Superintendent.

Hongkong, 11th October, 19-6.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co & Steamer.

"MAX (GON," FROM BOMBAY, COLOMBO AND STRAITS .

Consignces of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their ris! in the Hongkong and Kowloon Wharf and Gudown Company's Godowns at Kowloon, where each consignment will be sorted out mark by

mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo :-

P. S. N. Co.'s Steamers. Optional Goods will be landed here unless

instructions are given to the contrary before Goods not cleared by the 15th instant, at

P.M., will be subject to rent.

No Fire Insurance will be effected by me its any case whatever.

Danaged Packages must be left in the Godowns for examination by the Consignees

and the Company's representative at an appointed hour. All Claims most be presented within ten days of the steamer's arrival here after which

date they cannot be recognised. No Claims will be admitted after the Count

have left the Godowns. . E. A. HEWETT,

Superintendent. Henckong, 8th October, 190

SORDDEUT CHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opinm, Treasure and Valuables, are being landed and stored at their risk into the hazirdous and/or extra hazardous Godowos of the Hongkong and Kowloon Wharf and Godown Company, I imited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before II A.M. TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

Whether any irregularity or corruption . All broken, chafed, and damaged Goods are exists or his existed among the officials to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at

All Claims must reach us before the zind instant; or they will not be recognized. o Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents. .

Hongkong, 8th October, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, toth September, 1901.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," HABSBURG," "HOMENSTAUFEN" and the "SCANDIA" and "SILESIA."—The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabius Amidship, lighted throughout by electricity, cabins filted with fans. Doctor and Stewardesses carried. Laundry on board. Return tic ints issued at reduced rates for two years available, through tickets to be had to Lonion via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CREFOU AND TIENTSIN VIA SHANGHAI.

HOHENSTAUFEN...... , Jaeger 2nd December. : ILESIA SCANDIA v. Doehren 1st February.

NEXT SAILINGS HOMEWARD. FOR SINGAPORE, PENANG, COL MBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HOHENSTAUFEN , Jacgertith January. Banle 8th February, SILESIA". SCANDIA v. Dochren 22nd March "ABSBURG 5th April.

FREIGHT SERVICE.

NEXT S ILINGS OUTWARD.

FOR SHANGH VI, KOBE & YOKOHAMA...ANDALUSIA13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN Taking Cargo at throughraids to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, Landon, Liverpool, Glasgow, Trieste; Genoa, Ports in the evante, Black Sea and Bartic Ports, North and nouth American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and

Persian Gulf Ports. FOR NAPLE , HAVRE and HAMBUNG IABSBURG and Nov. FOR HAVRE, ANTWERP and HAMBURG FEUTONIAtoth Nov. FOR HAVRE, BREMEN and HAMBURG BRISGAVIA 16th Nov. -F R AVRE and HAMBURGAND VLUSIA......28th Dec. FOR NAPLES, HAVRE, BREMEN & H'BURG.HOHENSTAUFEN.11th Jan. Hangkong, 12th October, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-FOSTE FRANCAIS.

FOR SHANGHAL KOBE AND уоконама.

"I! I. Company's Steamship "AUSTRALIEN,"

Captain Barillon, will be despatched as above, on or about MONDAY, the 15th instant. For Freight or Passage, apply to G. DE CHAMPEAUX.

~ 'Agent. Hangkong, 8th October, 1016.

From Persian Gulf, ex B.I.S.N. and B. & EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

> FOR SYDNEY AND MELBOURNE. (Calling at Manil i, Port Darwin and Queensland Ports, and taking through Cargo: Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE! Captain Helms, will be despatched for the above.

Posts, on SATURDAY, the 27th instant, a This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provi-

sions, Ice, etc., throughout the voyage. This Steamer is installed throughout with

the Electric Light. ; A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of

passengers the steamers of the Company have. electric fans fitted in staterboms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE FOR NEW YORK. (With liberty to call at Malabar Coast). THE Steamship

"YEDDO," Captain Cowley, will be despatched for their above Port, on or about the 13th November. For Freight, apply to

ARNHOLD, KARBERG & Co., . Hongkong, 3rd October, 1976. TOYO, KISEN KAISHA.

SOUTH AMERICAN LINE. Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAJSO if sufficient

inducement. THE Steamship

"KASATO MARU," 6,000 Jons. [2] Captain W. E. C. S. Filmer, will be despatched. n above, middle of December. . Taking Freight and Passengers to other

Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. and Children's Underwear, Silk, Pongee, Grast-For further information, apply to K, MATSDA,

Manager, York Building. Hongkong, 4th October, 1906,

""SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship

"MERIONETHSHIRE" will be despatched for the above Ports, on

or about the 15 h instant; For Freight and Passage, please apply to SHEWAN, TOMES & Co.,

L. Hongkons, 8th October, 1926.

To Net.

TO LET.

TUROPE N. SHOPS, OFFICES, and CODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vieux Road Central, (formerly occupied by Messrs, Shewan, Tomes & Co./

App'y to-

BO TUNG, Compradore Department, Jardine, Matheson & Co. Hongkong, 26th September, 1966.

TO LET.

FEICES in King's Building and YORK BUILDING. GODOWNS on PRAVA EAST A HOUSE in CLIFTON GARDENS, Con-

duit Road. A HOUSE in RIPON PERRACE. A HOUSE in Wong-nei-chong Road. FLATS in MORETON TERRACE.

inly (0--THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. "Unnubras, 5th September, 1906.

TO LET.

HOUSE in KNUTSFORD TERRACE. KOWLOON.

Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. TO LET.

TTOUSES in MORRISON HILL GAP ROAD 1975 II 4'Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals,-EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very

Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-Apply to-PERCY SMITH & SETH, Accountants and Auditors, &c.,

5, Queen's Road Central.

Fongkong, 24th July, 1006. KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

MENERAL DRAPERS, MANUFAC-TURERS and DEALERS in Ladies' cloth, Fancy and Piece Goods, &c. Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

"TRIAL ORDER SOLICITED. Hongkong, 1st February, 1906.

Untimations.

THE

CO., LD.,

ROBINSON PIANO

ARE SHOWING

HIGHEST CLASS

PIANOS,

THE LEADING MAKERS

THE WORLD.

Steinway,

Bechstein,

Winkelmann,

Bluthner,

Collard & Collard, Hopkinson,

Haake,

Krauss, &c.

CASH OR CREDIT,

HIRE FROM \$10 PER MONTH-

INCLUSIVE. Hongkong, 22nd August, 1906.

STRONG, HEALTHY, WISE AND:

SURE, get BOAR's you HEAD BRAND GUINNESS'

TRELAND'S BEST.

STOUT.

IF YOU REQUIRE STOUT, WHY NOT GET THE " FULL VALUE OF YOUR MONEY IN

OBTAINING ! THE BEST, ONLY THE BEST? PROGRAMMES. THERE ARE NO TWO OPINIONS

1'ER CASE 8 DOZ. PTS \$14.00

PER DOZEN 3.00 PER CASE foo SPLITS 17.00

PER DOZEN 2.25

H. PRICE & CO.,

SOLE AGENTS:

WINE MERCHANTS.

. 12, QUEEN'S ROAD CENTRAL.

Telephone No. 135.

Hongkong, 9th October, 1906,

Intimation.

THE HONGKONG TELEGRAPH

I, ICE HOUSE ROAD, HONDKONO.

CABLE ADDRESS,-Telegraph, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin-China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

"-ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far

Special attention given to effectively displaying a 'verisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the luch, and about eight words to the line.

DOMESTIC OCCURRONCES Notices of Births, Deaths, and Marriages

St each in section in the Daily and Weekly,

CONTRACT ADVERTISEMENTS. Special Rates for standing-advertisements

can be ascertained from the Manager.

mander

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements. will be repeated and charged for until counter-

JOHBING DEPARTMENT. Job Printing of all descriptions undertaker,

PAMPHLETS,

CIRCULARS,

TXPRESSES All Job printing is done, under European supervision, well turned out, free from errors, and remarkably cheap at

OFFICE.

Estimates given for all classes of work

THE HONGKONG TELEGRAPH

application to THE MANAGER, HONGKONG TELEGRAPH CO., LD. 1, Ice l'ouse Road.

Hoogkong.

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER. RANEAN AND BLACK SEA PORTS. The S.S. "OCEANIEN,"

Captain Couret, will be despatched for MAR-SEILLES on TUESDAY, the 16th October,

This Steamer connects at Colombo with the Australian line s.s. Dumbea bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading Issued for above ports. Cargo also booked for principal places in

Europe. Next sailings will be as follows :-

Agent Hongkong, 3rd October, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER. RANEAS PORTS, PLYMOUTH · AND LONDON. '

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERIC CAN and SOUTH AFRICAN PORTS. HR Steamship

" " DELHI,"

Captain J. D. Andrews, R.N.R., caery.ii. H. Majesty's Mails, wil be despatched trom the for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Carg for the above Ports in connection with the Company's S.S. Mongolia, 9,506 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) steamer proceeding direct to Marseilles and of NEEDLE WORK. London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Marmora and Collars renewed on old ones.
due in London on the 1st December, 1906.

Ladies and Children's Under-clo

Parcels will be received at this Office dital P.M. the day before sailing. The Contents av. Value of all Packages are required E. A. HEWETT,

Hongkong, 6th October, 1906.

Untimations.

NORTHERN PACIFIC LINE. OSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY. Connecting at Tacoma with ... NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

MOJI, KOBE AND YOKOHAMA.										
Steamer.	Tons.	· Captain.	Sailing,							
Shawmut Tremont Pleiades *	9,606 9,606 3,753	R. V. Roberta T. P. Garlick F.G. Purington	24th Oct. 20th Nov							

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC

· Cargo only.

at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For turther Information, apply to DODWELL & CO. LIMITED, General Agents.

Queen's Buildings. Hongkony, 4th October, 1906

RECULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast). PROPOSED SAILINGS FROM HONGKONG.

Steamship "SHIMOSA" 2nd November. For Freight and further information, apply DODWELL & Co., LIMITED,

Hongkong, 12th October, 1906

AN APPEAL. HE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that wil be transhipped at Colombo into the Mail she will be pleased to receive orders for all kinds Gentlemen's Shirts made to order, and Cuffs

Ladies and Children's Under-clothing, Cnildren's Dresses, and all kinds of Embroidery, Materials can be supplied, if required grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters,

Superimenticie Herchene, 22nd April, 1892.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815. ..

WHISKY, PALL MALL

JOHN WALKER & SONS! OLD HIGHLAND C. P. & CO.'S SPECIAL BLEND PORT WINE, INVALIDS

DOURO SHERRY, AMOROSO LA TORRE

BENEDICTINE, D.O.M.

REQUISITES.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO., HONGKONG AGENTS.

Hongkong, 15th November, 1005.

ESTABLISHED 1859.

FURNITURE, GENERAL HOUSEHOLD

DEPOT

BASTMANIS

KODAKS, FILMS,

Hopghapy, 'soth' May, to-

ACCESSORIES. Telephone 256.

SHARE QUOTATIONS.

SHARE QUOTATIONS. Supplied by Mesers. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.											
Supplied by Mesers. E. S. KADOORIE & Co. Corrected to noon; is NO. OF VALUE. PAID UP. RESERVE.					R LAST REPORT.	" LAST DIVIDEND.	RETURN AT PRESENT OUDTATION, SASED ON LAST	CLOSING QUOTATIONS.			
¥.	BANKS.	4.	\$125	- 5125	{ 1,000,000 \$10,250,000	\$1,712,472	{ £1.15/- @ Ex. 2/1}=\$16.47 for first half-}	ST %	S800 sellers London ∠94		
	ngkong & Shanghai Banking Corporation	99,925	£7	26	{ \$250,000 } { \$12,735 } \$150,000 }	\$74,099	.\$2 (London 3/6) for 1903		547		
	MARINE INSURANCES.	10,000	f250	\$50	\$1,600,000} \$147,895	# \$221,540	\$20 for 1904	61,2	\$320		
11.	oth China Insurance Company, I imited	17,000	£15	£5-	f,100,000 Tis, 100,000 Tis, 50,000	Tis. 302,053	Inter m div. of 7/6 @ ex 2/10 15/16 Tis. 2.62 on account 1905	6 %	Tis. 87% sellors		
	ti e		\$250	\$100	\$2,000,000 £40,000 \$331,131	\$2,702,271	Interim div. of \$30 for 1905	41 %	\$775 sellers		
	tion Institute Corrett of Canton, Limited,		Stoa	, en	\$1.153,844 \$569,279 \$800,000 \$61,278	\$508,334	\$12 and \$3 special dividend for 1904				
Ì	FIRE INSURANCES.		\$100	\$60 \$70	\$15,527 \$1,000,000 \$229,488	\$344,098	\$6 for 1504		5175 seilers 594 buyers		
	ongking Fire Insurance Company, Limited		1250	\$50.	\$2,616 \$1,220,928	3422,018			\$527 buyers		
CI	SHIPPING. sina and Manila Steamship Company, Limited ouglas Steamship Company, Limited	30,000 20,000	\$25 \$50	525 550	\$6,000 \$264,638 \$93,562 \$250,000	Nil.	\$21 for year ended 30.5.1906	6 %	523 \$43		
μ,	onghong, Canton & Macao Steamboat Co., Ld.	°n.000	\$15	fit.	\$600,000 \$144,386 \$120,000 £280,958	}			\$26 buyers		
S1	do-China Steam Navigation Company, Limited and Lighter Company, Limited (Preference)	100,000	/10 **. 50	1 - 1 - 5	13,999 13, 40,000 (400,000	Tis. 23,156	Interim div. of Tls. 21 a/c 1906	9 %	Tls. 55 sellers Tls. 50} buyers 29/6 buyers		
1	Star" Ferry Company, Limited.	2,000,000	£10	10	\$65,000 \$32,957	\$ 5218	450.003	-	\$29 \$20		
1.	sku Tug and Lighter Company, I mited	1	118.50	"l ço	1s. 305,479 Tis. 48,000 Tis. 81,200	13,913	Interim div. of Tis. 2 account 1906	8 %	Tls. 50 buyers		
	FEFTNERIES. hina Sugar Refining Company, Lamited		100	100	\$850,000 \$450,000 \$86,129	140,914			\$155		
I	uzon Sugar Refining Company, L. mitederak Sugar Cultivation Company, Limited	7,000 7,000	\$ 100 7 la. 50	5100 Tir. 50	none	1. 5132,588	Tis, 21 for year ending 10,9,04	••••	\$22 sollors Tis, 84 buyers		
-	MINING. hinese Engineering and Mining Company, Ld	1.000,000	G \$10	£1 G. \$10	{		I CHAINE WATER CONTRACTOR AND) '''			
,	uh Australian Gold Lining Company, Limited	£ 150,000	£:	18/10.				41	10		
٠,	DOCKS, WHARVES & GODOWNS.	18,000	*71	*25	\$70,00	\$8,91	5 \$2 for 1905	** * 2	\$21.		
	ingkeng & Kowloon Wharland Codown Co., Lo	d in coo		60	\$20,00	0 320,04					
i !	New Amoy Dock Company, Limited	10,000	_ \$6#	161	788 _j c	\$2,22 00 16, 3,99	Final of Tls. 4 making Tls. 8 'or 1905/	6 54 2	S17 Tis. 106 buyers		
و ا	hanghai and Hongkew Wharf Company, Limited	12,000	Tis. to	7 15. 100	1 118 27,0	55)					
}- 70 11	LANDS, HOTELS & BUILDINGS. Anglo-French Land Investment Could Shanghar. Central Stores, Limited		\$25	Tis to \$25	\$30,0	nane \$8,4	First year anded 30,6.1906	10 7	Tis. 102 \$30 \$18 buyers		
s,	Do. (new issue)	123	\$15 \$15	\$15 512	5648,9		7 % on \$7] for 1905		\$300 buyers		
=	ongkong Land Investment and Agency Co., Ld. Hotel des Colonies Company, Limited	· ••• [*] · ±0,000 · •••	1100 Tis, 2	100 T's, 25	5250 v 1 ls. 29,7	167,8 3 Tis. 1,9 \$4,6	Interim div. of \$3\ account 1906 Final of 6 %= 10 % for 1905	1017	Tis. 15 buyers S100 *		
-	Fumphreys Estate & Finance Company, Limited Kowloon Land and Building Company, Limited	110,000	4 1		none	55	74 \$2} for 1905	64 7	AL MAIN		
	hanghai Land Investment Company, Limited				1 118, 170,0	00)	72 Interim div. of \$2 account 1906				
	COTTON MILLS. we Cotton Spinning and Weaving Company, Le Hongkong Cotton Spinning, Weaving and Dyein	g l									
e.	Company, Limited	10,000	TĪs, 75	Tie. 75	Tis, 100,0	Tls. 18,7	18. 3 % a/c 1898	91	Tis. 67 sellers % Tis. 82 sales		
50	Soy Chee Cotton Spinning Company, Limited MISCELLAREOUS.	7,000	Tis. 50	Tis. 50		s6 11s. 35,9	711, 25 for 1905	77			
75 00	I aglo-German Brewery Company, Limited	β,604 1,200	12/6 \$10	12/6 510	5 59,0	00 \$1,0	556 1/3 per share for 1905	91	\$10		
50.	China Borneo Company, Limited	το,000 100,000	Tls, 50 \$10 \$10	Tls. 50 \$10 \$10	none 5 18,00	711. 8 \$1,2 00 \$1,5	Final of Tls. 5' making Tls. to for 190 to cents for year ended 28.2.06	81	7 Tis. 65 5 10 7 \$9.50 8 \$17		
50 00	Dairy Farm Company, Limited	- 200,000	\$10	\$10	\$410,0	00 352,2	Int, div. of 75 cents for 3-year ended 3	0.6.06	\$19\\\ \$23\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		
75	l'ongkong Electric Company, Limited	60,000	\$100	\$10	none	\$2,5 52,7	68 {\$1.00 } for 10 months ending 28.2. 65 cents for 10 months ending 18.1 76 Int. div. of \$4 for -year ended 30.6.06	c.os 101	% \$14% buyers % \$215 buyers \$236		
.00	Maatschappij tot Mijn-, Bosch- en Landbouwer	50,000 15,000	\$16	. ` ∑ ≀	561,0 52,1 1 Tla. 547,1	55,8 500 \$	Final of 50 cents making 51 for the years. (Third interim div. of Tis. 72 mak	ear 13†	\$27 \$7\$ buyers Tip. 237\$ sellers		
50	ploitatie in Langkat, Limited	67,50	516	Tls, 50	o Tis. 165,0	Dr P. 34.3	None (Interim dividend of Tis. 3) acco	unt} 64	55 buyers Tis. 125 sellers		
e* .	Shanghai Horse Baraar Co., Ld	5,40 4,50	Tis, to	Tis. 1	or { Tis. 37.	Tls. 3,7	Interim div. of Tls. 5 account 1906	10	% Tis. 135		
(43	Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Company, Limited	\$ 7,20	0 142 0 42	2 2	Tis. 25,	xxx 5	Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 None	********	Tis. 365 sellers Tis. 280 sellers \$22 buyers		
-	cuth China Morning Post, Limited	20,00 2,00	o S Tls. 1	5 5	oo { none Tis. 15, Tis. 4,	795 } Tls. 1,0	Interim of Tis, 4 for year 1905/6	7‡ X	Tis. 105 sellers		
-	Do. (Founder the street Asserts Oriental Agency, Limited (Founder the street Asserts Oriental Agency, Limited	na') 10	0 21	o. 2 1	\$25,	\$7,500 \$7.5	Final of 50 cents making \$1, for 1905	74 7	g \$150 g \$12 \$		
; .	Illiam Powell, Limited	30	· ::_	o \$1	1	\$600	Interim div. of 50 cts. for the year 19	05.6 9 7	19		
i		. =					Canton Insurance Co				

					. !						
s.		.		<u> </u>		, ,	- 7 Imited, at the Printing Office of the Co-				

Printed and Published by Josk PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, Mg 1, Ice House Road, in the Oliv of Victoria, Hongkong.